

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,204 號肆十陸百貳千壹萬壹第 日玖拾月捌年六十二緒光 HONGKONG, WEDNESDAY, SEPTEMBER 12th, 1900. 叁拜禮 號式十月玖年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

COLEMAN'S WINCARNIS

Is the Finest Tonic and Restorative in the World.

OVER SIX THOUSAND Unsolicited Testimonials have been received from Medical Men.

SOLE AGENTS FOR HONGKONG AND SOUTHERN PARTS OF CHINA—

A. S. WATSON & CO. LIMITED.

[a1632]

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong for over half a century.

Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

41 NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S Selection.

Sole Agents for—

LANE, CRAWFORD & CO. Hongkong.

41

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned Fine OLD HIGHLAND WHISKY is shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central.

Hongkong, 26th July, 1897. [a1632]

CUTLER, PALMER & CO.'S

Price \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong.

42

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes

9.30 a.m. to 10.45 a.m. Every quarter of an hour

10.45 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 1.30 p.m. Every quarter of an hour

1.30 p.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 5.30 p.m. Every quarter of an hour

5.30 p.m. to 6.45 p.m. Every quarter of an hour

6.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS

8.15 a.m. to 10.15 a.m. Every half hour

10.30 a.m. to 11.00 a.m. Every ten minutes

Noon to 2 p.m. Every quarter of an hour

2.45 p.m. to 3 p.m. Every quarter of an hour

3.45 p.m. to 5.45 p.m. and 6 p.m. and from 6.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st May 1899. [a1632]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Bargains can be had in second-hand Machines. Repairs executed with promptitude and skill. Enamelling a speciality.

McKIRDY & CO.

43 & 45, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899. [12616]

RUINART PERE & FILS, REIMS.

Established 1710

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WIGENER & CO. Sole Agents.

Hongkong, 17th May 1899. [152]

NOTICE OF FIRM

NIPPON YUSEN KAISHA.

I HAVE this day RESUMED CHARGE of the Company's Business at the Port.

A. S. WATSON, Manager.

Hongkong, 11th September, 1900. [2390]

BISMARCK & CO.,

27 & 29A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN and FRENCH NAVY in Hongkong. RUSSIAN NAVY, CHINESE EASTERN RAILWAY CO. RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]

CHAMPAGNES.



Telephone 75, 15, QUEEN'S ROAD.

POMMEY AND GREN. LOUIS RODEHE. BOLLINGER. KRUGER. GIESLER.

PIPER-HEIDSIECK.

LANSON.

IRROY CARTE D'OE. C. H. DARGONNE. PAUL DOMMIER.

SOLE AGENTS FOR ABOVE BRANDS—

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

34a

COTTAM & CO.,

HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in SILK or INDIA GAUZE), AND

WHITE CANVAS BOOTS and SHOES, &c., &c. [35a]

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.

OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

CLOSED 3 feet 1 inch by 6 inches by 5 inches.

THE MOST PORTABLE CAMP BEDSTEAD EVER MADE.

FURNISHING DEPARTMENT.

LANE, CRAWFORD & CO.

32a

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG. [390a]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

They follow some of their Stocks with the undersigned—

SUPERB OLD COGNAC,

C. P. & Co.'s INVALIDS' PORT,

\$22.50 PER DOZ.

\$20 PER DOZ.

Distinguished by 4 Stars on the label.

This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC \$16.75 per doz.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY—

AMOROSO SHERRY,

\$20 PER DOZ.

THE "PALL MALL,"

LA TORRE SHERRY,

\$16.75 PER DOZ.

11 Years old; the finest quality shipped.

A natural and most pleasant wine to the taste.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BENEDICTINE LIQUEUR—

BLEND WHISKY,

D.O.M.,

\$10.75 PER DOZ.

\$39.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [41a]

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" and "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

No. 1, QUEEN'S ROAD CENTRAL.

Entrance: ICE HOUSE STREET (New Victoria Hotel)

33a

SUMMER DRINKS.

WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND REFRESHING BEVERAGE.

RASPBERRY. BANANA. BLACKBERRY. STRAWBERRY. LEMON. LEMON SQUASH. PEACH. ORANGE. PINEAPPLE. CHERRY, &c., &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED.

CHEMISTS AND AERATED WATER MANUFACTURERS.

66, QUEEN'S ROAD CENTRAL, HONGKONG. [112a]

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Resists friction to a minimum or

Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.

"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent THOMAS SKINNER.

Superintendent ARCHIBALD RITCHIE.

37a DODWELL & CO. LIMITED, General Managers

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.

LEMONADE. GINGER ALE.

SARSAPARILLA. RASPBERRYADE.

TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [34a]

37a

KELLY & WALSH, LD.

NEW BOOKS AND NEW EDITIONS.

The China Coast's Tide Book, 1900 ... \$ 1.50

The Day by Day Cookery Book—Breakfast, Lunch and Dinner Menus for Every Day of the Year, by A. N. Whybrow ... 2.25

As Talked in the Sanctum, by Roundell Wilksman ... 2.25

The Amateur Carpenter and Builder—A Self Aid Cyclopaedia for Self Taught Students ... 3.00

Sports for Girls, by H. Spicer ... 70

Cricketing Reminiscences and Personal Recollections, by "W.G." ... 2.25

The Sunday Strand, Vol. I ... 4.00

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Tropical Diseases—A Manual of Diseases of Warm Climates, by Patrick Manson, M.D., New Edition ... 8.50

Principles of Economics, by A. Marshall ... 7.50

The Cyanide Process of Gold Extraction, by J. Park, Illustrated ... 3.50

The Chairman's Handbook, by Sir Reginald Palgrave, 13th Edition ... 1.25

Tea Machinery and Tea Factories—A Treatise on Mechanical Appliances, by A. J. Wallis-Taylor ... 16.00

21a

BOOKS ON CHINA QUESTION.

EUROPEAN SETTLEMENTS IN THE FAR EAST—China, Japan, &c.—by D. Warren Smith, Illustrated \$3.50

The "Overland" to China, by A. R. Colquhoun, Illustrated ... 9.50

China in Decay, by Alexis Krause, New and Cheaper Edition ... 3.50

The Break-up of China, by Lord Chas. Beresford ... 7.00

China, the Long-Lived Empire, by Mrs. E. R. Scidmore, Illustrated ... 5.00

La Renovation de L'Asie—Siberie, Chine, Japon—by Pierre Leroy-Beaulieu ... 2.50

Wanderings in China, by C. F. Gordon-Cumming, Cheap Edition ... 3.50

Through the Yangtze Gorges or Trade and Travel in Western China, by A. J. Little, F.R.G.S. ... 3.50

Russia on the Pacific and the Siberian Railway, by Vladimir ... 9.00

Things Chinese, by J. Dyer Ball, 3rd Edition, Revised and Enlarged ... 6.00

The Triad Society and other Secret Societies of China, by W. Stanton ... 3.50

W. and A. K. Johnston's Map to Illustrate the Chinese Question ... 80

30a

LIGHT TABLE WINES.

1 Doz. 2 Doz.

QUARTS. PINTS.

MEDOC ... \$4.50 \$5.00

CALIFORNIA CLARET ... 4.50 5.00

CALIFORNIA ZINFARDEL ... 5.00 5.50

ST. JULIEN ... 6.50 7.50

CALIFORNIA HOCK ... 6.00 7.00

CALIFORNIA RIESLING ... 6.00 7.00

21a

H. PRICE & CO.

WINE AND SPIRIT MERCHANTS.

12, QUEEN'S ROAD.

21a

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO., LD.

21a

WANTED.

A RESIDENCE composed of ONE or TWO ROOMS, BATHROOM and KITCHEN. It would be preferable on the hills.

Apply—

"HILLS,"

Care of Daily Press Office.

Hongkong, 11th September, 1900. [2392]

WANTED.—By a Young Man, BOARD and RESIDENCE in Hongkong with an European family.

Address with lowest terms to—

F. M.,

Care of Daily Press Office.

Hongkong, 4th September, 1900. [2348]

SITUATION WANTED.

CLERK (English), aged 27, desires SITUATION in OFFICE; moderate Salary; 10 years' previous experience.

Address—

J. STOCKTON, Care of Daily Press Office. Hongkong, 10th September, 1900. [2381]

PROFESSIONAL NOTICE.

DENTON R. PETERSON, DOCTOR OF DENTAL SURGERY, 3, VICTORIA TERRACE, HONGKONG.

10, DES VUEX ROAD, CENTRAL, HONGKONG.

D. PETERSON has RESUMED his DENTAL PRACTICE in South China and may be consulted at 10, DES VUEX ROAD, CENTRAL, 1st FLOOR. Hours 10 A.M. to Noon & 2 to 5 P.M. The Doctor is at present in Swatow. Hongkong, 28th August, 1900. [2292]

21a

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net ex Factory.

\$3.00 per Bag of 150 lbs.

SHEWAN TOMES & CO. General Managers.

Hongkong, 2nd July, 1900. [1690a]

NOTICE.

APPLICATIONS are invited for the Post of STOREHOUSEMAN, in H. M. NAVAL YARD.

For Particulars, apply personally to the NAVAL STORE OFFICER between the hours of 9.30 and 11 A.M.

BY ORDER.

H. M. Naval Yard, 6th September, 1900. [2376]

VICTORIA RECREATION CLUB.

AQUATIC SPORTS.

THURSDAY, September 20th, at 5 P.M., 4 Lengths (133½ Yards) Race (scratch). Open to Army, Navy and Police. Two Prizes. No Entrance Fee.

FRIDAY, September 21st, at 4.30 P.M., 200 Yards Championship of the Colony, 6 Lengths. Open to all comers. Two prizes. Entrance Fee \$1.00.

Entries for both Races CLOSE on 13th instant.

THOS. YULE, Hon. Secretary.

Hongkong, 8th September, 1900. [2377]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY.

- A—THORNE'S BLEND, White Cap-
sule.....\$10.80
- B—WATSON'S GLENROCHY, MEL-
LOW BLEND, Blue Capsule, with
Name and Trade Mark.....10.80
- C—WATSON'S ABELOUR-GLEN-
LIVET, Red Capsule, with Name
and Trade Mark.....12.00
- D—WATSON'S H.K.D. BLEND OF
THE FINEST SCOTCH MALT
WHISKIES, Violet Capsule.....14.40
- E—WATSON'S VERY OLD LIQUEUR
SCOTCH WHISKY, Gold Capsule 15.00
- THORNE'S BLEND and WATSON'S
GLENROCHY are high-class Soda Whiskies,
of greater age than most brands in the
market.

ABELOUR GLENLIVET is a very old Peat
Whisky (smoky) and could not now be
replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by
leading local connoisseurs to be the best
brand in the Hongkong market.

A. S. WATSON & CO., LIMITED.
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BIRTH.

On the 10th September, at "Dunottar," the
Peak, the wife of ARNOLD FRANK, of a son, (2397)

MARRIAGE.

On the 10th September, 1900, at H.R.M. Con-
sulate and afterwards at the Cathedral, Shanghai,
by the Rev. B. C. Edgley, CHARLES HENRY LAM-
BERT, of Hongkong, to ALICE, youngest daughter
of T. WEATHERSTON, of Chinkiang. (No cards.)

The Daily Press.

HONGKONG, September 12th, 1900

"No news" vaguely summed up the
state of affairs during the first half of the
present, and with cable difficulties and bad
weather prevailing we have had to content
ourselves with conjectures and unsupported
rumours. In the south nothing has come
out of the excitement which prevails gener-
ally at times of big Chinese festivals. Even
in Canton nothing but a false alarm on
Shamoon, described in our correspondent's
letter yesterday, occurred to break the quiet
of the neighbourhood. LI HUNG-CHANG'S
deputy, TAO SOW, has so far succeeded ad-
mirably in maintaining the discipline which
Li himself established in Canton and the
surrounding district. The departure of
some of the more dangerous troops for the
north no doubt contributed to make the
task of keeping the peace easier, but the
Cantonese appear to have been chastened
during the term of office in their midst of
the new Viceroy of Chihli and to have learnt
to keep their volatile spirits in check. At
Amoy, where an extremely difficult position
threatened to arise, calm once more reigns
and trade is beginning to revive. Whether
the recent scare was, as the European and
Chinese residents believe, actually man-
ufactured by the Japanese, or whether, as the
Japanese themselves claim, there was a
serious anti-Japanese agitation in progress,
it is not possible to decide at present. In
the heat of the moment accusations were
rife and evidence hard to obtain. The
Japanese ultimately adopted the sensible
course of detaining the troops in For-
mosa which they had intended to trans-
port to Amoy, and the international
significance of the episode is at an
end. From Shanghai up to yesterday
no intelligence was forthcoming since
the announcement of LI HUNG-CHANG'S in-

tended departure for the north by the
Amoy. The garrisoning of the settle-
ments by European troops has been carried
on with far less friction than at first seemed
probable, and we hear nothing to indicate
that the Chinese merchants' anticipations
have been realised of the paralysis of local
trade in consequence of the effect of the
landing of troops on the minds of the na-
tives. The European troops are now rein-
forced by 600 Japanese marines, and Shang-
hai wears a very military aspect.

In the north the main interest is centred
in the action of the foreign governments
with regard to the withdrawal of troops
from Peking, and we have therefore been
looking rather for news from London than
for what may come to us via Shanghai.
The telegram which we publish to-day from
our London correspondent will, therefore, be
read with interest. It is true that the in-
telligence which it brings is not yet officially
confirmed, but on the face of it the report
looks to have the stamp of truth. Italy has
throughout the present difficulties in China
maintained an attitude worthy of high com-
mendation, and the plan now proposed for
as it goes, offers an acceptable solution. Many
will, of course, cavil at the selection of Li
HUNG-CHANG as a negotiator, but it cannot
be forgotten that he will carry enormous
weight in China, outside the circle of nar-
row reactionaries and their decided fol-
lowers, and that during the events of the last
few months he has, for all his past reputa-
tion, kept faith with the Powers and freed
them from serious difficulties in the south.
We may be unwilling to trust him
further than we can see, but in
intellect and in acquaintance with
European modes of thought, he stands above
his fellows. His loyalty to the DOUGLASS
Empress is an obstacle to his ready accep-
tance by the Allies, but the fact remains that
there is no one to take his place. Prince
CHING has been reported ill and unwilling
to act. He is, like Li, an old man and he
has been subjected to a great strain and,
moreover, to personal danger in Peking.
But his patriotism is undoubted and his
reluctance may be overcome if pressure be
brought to bear. The Chinese proposals
to make YUNG LU and HSU TUNG members
of the negotiating body may, of course, be
set aside as mere attempts at "bluff." The
reported Italian proposals go on to make the
evacuation of Peking conditional on the
signing of the peace preliminaries. This is
only reasonable, but it cannot be construed
as meaning that no guards will be kept in the
capital meanwhile. No more signature of pre-
liminaries will guarantee their execution, and
until the Empire is well started on its new
lease of life it would, of course, be an act
of folly only less than Russia's proposed settle-
ment to restore Peking in statu quo to the
Chinese. As only a skeleton outline of the
proposed settlement is at present given we
do not propose to discuss the matter at length
here. Two days ago we dealt with the ques-
tion of a satisfactory solution of the Chinese
difficulty, and we must await until a detailed
scheme is evolved by the collective intelli-
gence of the Powers before criticism is
possible. The proposed guarantee of the
integrity of China is a necessary condition;
the possibility of an international loan
depends on the security which China can
furnish.

During the 24 hours preceding noon yester-
day one fresh case of plague was reported and
one death from plague.

The P. & O. steamer Bengal left Singapore
for this port on the 10th instant, at 1 p.m., with
the outward English mails, and is due here on
the 15th instant, at about 6 a.m.

Chan Tong, a contractor of Anson Street,
had been summoned for obstructing the side
channel. Instead of attending at the Magis-
tracy yesterday he sent a letter explaining how
the obstruction came about. This, of course,
was not enough for Mr. Hazeland, who issued a
warrant for his arrest.

Sergeant Burrell of the A. P. C., when in the
West Yorks, was the champion swimmer of his
regiment. The other day his knowledge of the
nautical art stood him in good stead. He
was out with a picnic party, and when
near Capasmoon several of the party decided
to have a swim. Sergeant Aldridge, of the
A. M. C., got into the current and being at the
same time seized with cramp was in a dilemma.
Sergeant Virgess, of the A. O. C., went to his
assistance. He, too, found the current too
strong for him, and was being carried away
when Sergeant Burrell plunged into the water
and kept them afloat until rescued by a junk.

The Central News states that Low Yik
Liu, First Secretary of the Chinese Legation
in London, leaves almost immediately for China.
In view of the rumours of the political signifi-
cance of the visit a pressman called at the Legation
to make inquiries. The Secretary denied the
truth of the rumours, and made the following
statement:—"Six months ago the Chinese
Government ordered from the Minton-Birmingham
machinery for coining. I am to go back
with this machinery and deliver it at Shanghai.
My going has no political significance or pur-
pose." Low Yik Liu, who has held his present
position since the beginning of the year, speaks
English fluently, and his ability and courtesy
have raised him high in the estimation of all
who know him, states the London Daily News
in a recent issue.

Commander David Beatty, D.S.O., of the
Borlase, who was wounded at Tientsin and
invalided home, is due at Liverpool to-day via
New York.

The Hon. Charles A. Parsons, F.R.S., in-
ventor of the steam turbine bearing his name,
as applied to the turbine and also to the
torpedo-boat destroyer Viper, attended as Presi-
dent the summer meeting of the Institution of
Junior Engineers at Newcastle-upon-Tyne
last month.

Local riders of the "safety bike" will be
interested to learn that the inventor of the
machine itself is now a poor man with little
prospect of ending his days in moderate comfort.
He is seventy-six years old, and has lived to see
millions of pounds made by others out of his
little invention.

Speaking to a North China newspaper reporter
a German naval officer remarked that the
Russians appeared to be short of officers, and
commented on the fine marksmanship of the
American troops. The Lieutenant-Commander
various incidents showing how well the officers
and men of the different nationalities are
working together.

Mr. A. Reid, of Messrs. Shawan, Tomes and
Co., appeared at the Magistracy yesterday to
give evidence in the case against a Chinaman
and his mother, the one being charged with
throwing stones and the other with interfering
with the police at Kowloon. Sergeant Cameron,
however, who had charge of the case, did not
appear, being no doubt kept away by the
boisterous weather. The case was accordingly
adjourned until to-day.

We were informed yesterday shortly after
noon that the Black Cone had been taken down
at Kowloon Point and the Black Ball hoisted,
indicating that the typhoon had shifted to the
west of the Colony. The Hongkong Observatory
issued in the evening the following express:—"The
Barometer has commenced to rise in Hongkong.
The typhoon is probably situated to the S.W. of
Hongkong in about 21 degrees to 22 degrees
Lat. and is apparently moving towards the
coast between St. John's Island and Hainan
Straits. Forecast: the gale from E. to S.E. is
not likely to decrease to any great extent for
some hours."

The U.S. transport California has arrived in
Manila from San Francisco fifteen days overdue
in consequence of a break-down in her machinery.
One of the blades of her propeller broke
when she was about nine days out from Hon-
olulu, after which she was compelled to lessen
her speed and get to Guam as best she could.
Within seven days the breaking of the first
blade another blade of the propeller, contiguous
to the one first broken, also gave way, and the
vessel was forced to stop at Guam, almost a
helpless cripple. She was compelled to lie at
Guam for the period of fifteen days, while the
repairs were being made, and in order to ac-
complish this work 24,000 pieces of cargo had
to be shifted from stern to forward, tilting the
vessel seventeen feet, sufficient to enable the
workmen to get at the broken propeller. After
the repairs were finished, she resumed her voy-
age towards Manila, arriving there after a
smart trip from Guam.

Mr. Hazeland had a kidnapping case before
him yesterday. The complainant was a girl 13
years of age named Li Yan Choi, who had been
living as a servant with a family in Cochrane
Street for two or three weeks, having been
brought over from Macao, and the defend-
ants were a Chinese man, a school, and two
married women. The girl's story was that
when in the street she asked the second defend-
ant to take her away, as her mistress ill-treated
her, and that the second defendant's brother
took her to Canton. Li Sing, a married woman
living in Peel Street, said the complainant came
of her own accord, saying she wanted to leave
her mistress, and she paid the defendants 800 to
get possession of her. His Worship was satis-
fied that money had been paid for the girl. He
was further satisfied that the girl had left the
house in Cochrane Street because she was ill-
treated there, and he accordingly dismissed the
case and ordered the girl to be sent to the Po
Sung Kuk.

Count Lamsdorff, who has been permanently
appointed Director of the Russian Ministry for
Foreign Affairs, is a very prudent and moder-
ate statesman. His love for France, says a
Vienna correspondent, is as little excessive as
his dislike for Germany. No policy of ad-
venture is to be expected from so cautious a
statesman, who is no friend of Pan-Slavism.
His reputation in the Russian Diplomatic
world is decidedly good, and his experience
already extends over a period of thirty years.
The Count may confidently be expected to
conduct Russian foreign affairs in the present
difficult time with all the caution and prudence
he displayed more than once when the conduct
of those affairs was temporarily in his hands—
as it was on at least one occasion when the
Anglo-Russian negotiations with regard to
China were in a critical stage. Count Lam-
sdorff is the great grandson of that Lamsdorff
who was tutor to Emperor Paul I., and who
played an important part during the reign of
Alexander I. He is about sixty-two years old.
In the summers of 1881, 1882, and 1893 he
was at Tien-tsin, in attendance on the Em-
peror, whom he accompanied to Skienewice
in 1894, on the occasion of the meeting of the
three Emperors there, and in 1895 he went
with the Czar to Krasnoyarsk, where the Czar
and the Emperor Francis Joseph met. In 1896
Count Lamsdorff was appointed a senior Coun-
cillor of the Foreign Office, and when Count
Mouravieff became Foreign Minister, Count
Lamsdorff was appointed Assistant Foreign
Minister. He enjoys the Czar's complete con-
fidence, and is regarded as a favourite with the
Empress Dowager, in consequence of the esteem
in which he was held by her consort.

Orders have been issued directing the follow-
ing ships of war, which have been condemned
as unfit for further service, to be removed from
the effective list of the Royal Navy:—the third-
class cruisers *Satellite* and *Rapid*, and the sloops
Gannet, *Wild Swan*, and *Pelican*. The *Satellite*
and *Rapid* are sister cruisers, the former
having been built in 1882, at a cost of £63,956,
and the latter in 1884, at a cost of £73,664.
Both have served several commissions aboard.
The *Gannet*, *Wild Swan*, and *Pelican*, are
sister sloops of the "Bird" class, and have all
seen a considerable amount of service. The
Pelican and *Wild Swan* were built in 1877 at
a cost of £60,431 and £55,571 respectively, and
the *Gannet* in 1878 at a cost of £57,290.

A party of young Europeans who had only
been out from home a few weeks, and were
assistants at the Budge Budge Mills, Cal-
cutta, went visiting some friends the other side
of the river a few Sundays ago, and on return-
ing one of them, John Sims, in stepping from
the dinghy on to the pontoon missed his
footing and fell into the water. His three
companions, Alexander Scott, Charles Adam, and
William Miln, in trying to effect a rescue, cap-
sized the dinghy and all got into the water.
The *Manjira* (boatman) saved William Miln
and John Sims, but the other two, Charles
Adam and Alexander Scott, disappeared into
the river and were not seen again. Both of the
deceased leave widows and families at home to
mourn their loss.

At the unveiling of the memorial to the great
Elector upon the Sparenberg on August 6th
the Emperor William delivered a speech, in
which he spoke of the great Elector as having
laid the foundation-stone for the kingdom of
Prussia, and thus for the German Empire. "To
me," said the Kaiser, "it is perhaps granted to
fulfill part of the great Elector's dream, the
accomplishment of which has for a time been
placed in the background by other tasks away
beyond the sea. The marching forth of an
army consisting of sons from every hamlet of
Germany for a common struggle in support of
the Black, White, and Red Flag, shows that
the arm of the German Emperor reaches to the
remotest parts of the world. Without the
great Elector this would have been impossible."

According to the latest report reaching
Manila from the Camarines there is every
indication of a rice famine taking place in the
Laguna district unless immediate steps are
taken to avert it. A wire from San Jose de
Laguna to the Manila Times by their special
correspondent says:—"An inventory of the rice
on hand shows sufficient grain only for a few
days. The Spanish merchants there prefer to
import rice in small quantities, selling high, at
\$13 per carab, but their stock is somewhat
exhausted. The people have plenty of money
to buy rice, but there is none to buy. The
population is 24,000 and the district will
require an importation of nearly 1,000 carabans
of rice per day for several years, since the cattle
are all dead. This is the richest hemp district in
the island, and the exchange of rice for hemp is
exceedingly profitable, but there are as yet no
Americans or Englishmen here. Hemp is sell-
ing for less than \$10 per picul."

The *New Free Press* of Vienna is respon-
sible for the following:—"As the present Em-
peror Kwang Hui is in delicate health, and as
the Heir Apparent, Pu-Chai, cannot, of course,
be permitted to ascend the Throne owing to the
fact that he is the son of Prince Tuan, the
Chinese Legation in Berlin recommends that
Prince Ching, who has throughout the present
crisis shown himself to be reasonable and well-
disposed towards the Europeans, should be made
Emperor." The same journal in its issue of the
5th ult. descends rather freely upon what it
terms Russian jealousy, and states that the
"Yellow" disposition of Russia, regarding
British naval superiority at Shanghai, follow-
ing so closely upon Mr. Bland's recent state-
ment in Parliament, is of very bad omen for
any effective joint action of the powers, and
proceeds:—"The Austro-Hungarian Press
indulges in a vigorous outburst of reproach,
degenerating in some instances into abuse, at
the alleged selfishness of England, and at the
supposed negligence of the British military
authorities which is held responsible for the
postponement of the march on Peking. The
circumstance that this delay should apparently
be welcome to Germany and Russia is not
believed to improve the situation."

The naval critic of the *Hampshire Telegraph*
under the title of "Our Naval Weakness in
China," writes:—"The one thing that is clear
about the Chinese difficulty is that eventually
the Great Powers will have a scramble of some
kind for 'spheres of influence,' and when that
period does arrive, Great Britain's Naval weak-
ness in the Far East may be brought home to
the powers that be in a manner more practical
than pleasant. At present we have three
battleships in the Far East, the *Goliath*, *Centurion*,
and *Barfleur*, whereas the Russians have
four, the *Narvsk*, *Sivori*, *Yelki*, *Painopolosk*,
and *Polina*. The last two are new ships, and
the others are quite equal to our *Centurion* and
Barfleur. The Germans have four battleships
of the *Brandenburg* class, and the French one,
so that the Great Powers can muster nine to
our three, and the position is quite as bad in
cruisers, that is cruisers of real fighting power.
Yet, on the face of such a disparity in numbers,
absolutely nothing is being done by the Ad-
miralty to hurry on the ships under construc-
tion either by contractors or in the Royal
Dockyards. A few years ago there were always
two modern first-class battleships kept ready for
sea in the Portsmouth Fleet Reserve, besides
others at Chatham and Devonport, but at the
present time we have not a single one available,
and reinforcements could only be sent to China
by taking vessels from the Mediterranean or
Channel Fleet, not a safe condition of affairs,
nor yet a particularly creditable one for the
Admiralty."

The German steamer *Erieberg*, now on its
voyage from China to Hamburg, met with a
mishap on the passage from Singapore to
Colombo. When nearing the latter port a
steam-pipe burst, but the engineers were en-
abled to patch it up and the steamer entered
the harbour without assistance. Messrs. Walker,
Sons & Co., of Colombo, effected other necessary
repairs, and the *Erieberg* left for Suez almost
within her scheduled time.

The Times Berlin correspondent, writing on
August 10, says:—"A number of German
journals affect to believe that the selection of
Count von Waldersee was due to the intrigues
of the British Government. According to this
account, Great Britain desired the arduous and
responsible post of Commander-in-Chief to be
assumed by a German officer in order that the
German Empire might involve itself more and
more deeply in the dangers and difficulties of
Weltpolitik." It is indeed curious how much
more subtly the Continental Press gives
our statesmen credit for than is allowed them
by our own papers.

The extent to which well-meaning people can
be blinded by their devotion to some particular
hobby is shown by the following passage from the
Friend of China for July:—"Precisely how far
the Opium trade is responsible for the hostility of
the Chinese to foreigners, no one can estimate
with accuracy; that it has had a very large share
in causing this feeling, no one who knows the
feelings of the Chinese on the subject can doubt.
The earnest and repeated appeals of the Chinese
people to the British Government have fallen
on deaf ears; China has seen herself humiliated
and disgraced, time after time, largely as a
result of this traffic, fastened on her against her
will. Can it be greatly wondered at that, in her
mad fury, she should now have risen against the
Western peoples who have inflicted this humili-
ation upon her? There is little wonder that
those who believe in such a do not relish
the statement of Lord Curzon (quoted else-
where with disapproval in the *Friend of China*)
that 'The pretence that China is hostile to
the British people or to Christian Missions
because we introduced to her the opium habit
is about as rational as to say that the
national sentiments that sometimes arise between
England and France is due to our resentment
at having to cross the Channel for our best
brandy.'"

THE GALE.

The meteorological reports issued on Satur-
day led us to expect rough weather within the
next few days. Further evidence that this expec-
tation would be realised was forthcoming on
Sunday and Monday. At a quarter to 11 on
Monday morning the Black Ball, signifying that
the typhoon was within 300 miles to the South,
was hoisted, and at half past four in the after-
noon one typhoon gun was fired and a strong
gale from the east was reported. As the day
wore on a typhoon seemed imminent. The
junks and small boats went into shelter and the
larger vessels got ready for the ordeal. The
ferry boats stopped running about eight o'clock
in the evening. During the night a very
strong wind blew, and it continued until towards
noon yesterday.

The water was too rough yesterday morning
to allow of the ferry steamers coming to Pedder's
Wharf. They accordingly made their way
to the pier at the East Point Sugar
Works, where the passengers arrived drenched
to the skin. Among them was Mr. A. Fick-
ers, army and navy contractor, who had a
narrow escape from death. On the launch
reaching the pier he stepped out, but missed his
footing (the launch rocking considerably) and
fell into the water. He was in danger not
merely of drowning but of being crushed to
death between the launch and the pier. For-
tunately the coxswain flew ahead, and Sanitary
Inspector Michael threw a fender to Mr. Fick-
ers, which the latter clutched and was thus
drawn aboard.

The whole of Praya East bears evidence of
the gale. Several small boats, which are always
deserted by the coolies on the approach of
bad weather, were dashed to pieces, and the
wreckage is strewn all about. Then some half-
dozen houses which are being erected along
Praya East came to grief. They had reached
the fourth and last story, but had not been
roofed in. Catching the inside walls the wind
blew one down after the other, but left the front
wall standing.

At about five o'clock on Monday evening an
exciting scene was witnessed at Kennedytown.
A night-sail boat got water-logged and sank
just off the Praya, and the crew—three in num-
ber—were seen struggling in the water. Ser-
geant Dymond, of the West Point Police
Station, caught sight of them, and with the
assistance of some German sailors from a boat
lying at the Kerosene wharf managed to get
them ashore.

Yesterday morning word was received that the
No. 2 police launch was stranded at Tai-
ho, having broken her propeller, and the No. 1 launch
was sent to her assistance.

At Kowloon a match and stockade at the
top of Garden Road was blown down, and some
stocking along Elgin Road to Garden Road
was also demolished. A tree in Carnarvon
Road was blown down. In falling it caught
some overhead wires and pulled them down
with it.

The *Ningyang*, a stern-wheel river boat,
which was lying at Hangchow for repairs, was
driven ashore at Gun Chih Hill. She was
not in the best of condition, her sides
having been damaged in a collision, so
this latter mishap has about finished her.

TELEGRAMS.

"DAILY PRESS SERVICE."

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 11th September, 12.9 a.m.

JAPANESE AT SHANGHAI.

Six hundred Japanese marines have land-
ed in Shanghai.

PAOTINGFU EXPEDITION

POSTPONED.

The proposed expedition to Paotingfu has
been postponed. Rains have made the
country impassable for artillery.

LONDON, 10th September, 8.15 p.m.

REPORTED ITALIAN PROPOSAL.

It is reported that Italy has proposed the
acceptance of Li Hung-chang and Prince
Ching as negotiators on behalf of China, and
that the Allies shall evacuate Peking when
the peace preliminaries have been signed.

A SOLUTION OF THE DIFFICULTIES.

It is also proposed that the Powers col-
lectively shall guarantee the territorial in-
tegrity of the Empire and enable China to
raise an international loan to pay the inden-
nities required.

THE WAR IN SOUTH

AFRICA.

LONDON, 10th September, 8.15 p.m.

BULLER AND FRENCH ENGAGED.

Generals Buller and French are engaged
in fighting. Strong Boer positions have been
gallantly captured with small loss.

GENERAL NEWS.

LONDON, 10th September, 8.15 p.m.

THE UNITED STATES FOREIGN

POLICY.

President McKinley in his electoral ad-
dress states that so-called "Imperialism"
has no place in the Republican policy. Mr.
Bryan's scheme for the independence of the
Philippines, he declares, is based on igno-
rance.

DISASTROUS HURRICANE IN TEXAS.

A hurricane has occurred at Galveston,
Texas, and has resulted in great loss of life.

REUTER'S SERVICE.

LONDON, 9th September.

THE WAR IN SOUTH AFRICA.

Cole, Dunderburg and Brockhurst occupied
Lydenburg on Thursday. The Boers retired to
the north and east.

The Portuguese are guarding the frontier at
Koomati-port to prevent the retreating Boers
from crossing.

THE ASHANTI TROUBLE.

The end of hostilities in Ashanti is in sight.

THE CHINA CRISIS.

The United States have drafted an alternative
proposal upon the lines of Germany's plan.

LONDON, 9th September.

PROMOTIONS.

Captain Halliday, of the Marines, has been
promoted to Major for services at Peking.
Commander Stewart to Captain, and Com-
mander Crockett is noted for promotion for
services at Taku.

THE POSITION IN CHINA—THE

POWERS.

Lord George Hamilton in a speech said that
the Powers were agreed in opposing the par-
tition of China and to territorial acquisition, that
they will demand reparation for outrages and
guarantees for their non-recurrence. The Go-
vernment would not assent to give away advan-
tages gained or to retreat from the position
won.

THE UNITED STATES.

Preparation for the eventualities of a with-
drawal of the United States troops from Pe-
king to the Philippines have been ordered.

LATEST STEAMER MOVEMENTS.

The N. D. L. steamer *Preussen* left Kobe
via Nagasaki, Shanghai and Pootow on Sun-
day, the 8th inst., and may be expected here
on or about Wednesday, the 19th inst.

The Austrian Lloyd steamer *China* left
Moi for this port on Monday morning, 10th
inst.

The P. & O. steamer *Bengal* left Singapore
for this port on the 10th inst., at 1 p.m., with
the outward English mails, and is due here on
the 15th inst., at about 6 a.m.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

Late on Monday the British transport *Mauch* left with a squadron of Jopore Lancers, a Hospital section, etc., for Taku.

Yesterday, owing to the stormy weather, was a blank day.

ON THE WAY.

THE GERMAN EXPEDITION.

Field Marshal Count von Waldersee is due to reach Hongkong by the *Sachsen*, on the 18th inst. His staff consists of at least 30 German officers, together with the representatives of the other Powers. Major-General von Gross von Schwarzhof, the commander of the 1st East Asiatic Brigade, has been appointed chief of the staff. Colonel Baron von Gayl, who has already worked under Count von Waldersee as Chief of the Staff of the 9th Army Corps, has been selected as Quartermaster-General. Count von Waldersee, it is stated, was exceedingly pleased by the cordial reception which was everywhere accorded him by the public before he left Germany.

The news that the German contingent in China is to be increased in strength is confirmed, writes the *Times* Berlin correspondent on the 10th ult. It is announced that the Government is negotiating with the North-German Lloyd and the Hamburg-American line for the hire of seven more transports. The *Cologne Gazette* states that the German reinforcements will consist of about 5,000 men. But it will be impossible to organize the necessary transport in less than four weeks. The Russian organ states that, for the present, no further reinforcements are contemplated. Many other journals, however, maintain that the strength of the German contingent will eventually be raised to about 30,000 men.

THE BATTLE OF AIGUN.

General Gribsky telegraphed to St. Petersburg last month the following account of the battle resulting in the capture of Aigun on August 4, which lasted from 2 in the afternoon till 10 at night. At first the Chinese made an unsuccessful attempt to turn both flanks of the Russian infantry. The determined stand made by the Chinese centre was greatly assisted by the mountainous and woody nature of the locality, and the marshy character of the soil in the valleys, which prevented cavalry operations, necessitated the dismounting of the Cossacks, and enabled the Chinese to wait for reinforcements, whereby their force was increased to 3,000 infantry, four squadrons of cavalry, and 12 guns. The Chinese were successively dislodged from four strong positions, whereupon some returned to reoccupy the trenches and blockhouses near Aigun, from which they were finally driven by four companies of dismounted Cossacks. The enemy retreated from Aigun partly along the bank of the Amur and partly towards Tselihar, pursued by the troops of General Benckamp. The Russians were greatly assisted by their artillery, which accounts for their comparatively small loss of one officer and 10 Cossacks killed, and two officers and 24 men wounded. The Russians captured several signs and field guns, also quick-firing pieces and a large number of Mauser rifles.

THE GERMAN EMPEROR AND CHINA.

"An Old Berliner" writes to the *Times* of the 11th ult.—"As attempts are now being made to explain away, both in Germany and abroad, the message in the Emperor's address to his troops which has given rise to so much unfavourable comment in the German as well as in the foreign Press, it may interest you to see the enclosed illustrated postcard, which is being circulated freely through the German Post Office, with the sanction, it must be assumed, of the Imperial authorities. The text, as you will see, corresponds exactly with the translated quotation sent to you by your Berlin Correspondent in the *Times* of July 30—"Remember, when you meet the foe, that quarter will not be given, and that prisoners will not be taken. Yield your weapons so that for a thousand years to come no Chinaman will dare to look askance at a German." This version is not so explicit as that given in the *Weser Zeitung*, a very respectable Bremen paper, which quoted in addition an exhortation to make the name of Germany known, "just as the Hussar a thousand years ago gained, under the leadership of Attila, a reputation in virtue of which his name is still a terror." But even in the milder and more condensed form there is more than enough to justify the construction which has been placed on the Emperor's words by a large section of his own people, as well as by foreign critics. His Majesty, no doubt, spoke somewhat hastily under the influence of legitimate indignation at the dastardly murder of his Minister and the barbarous attack upon the foreign community in Peking, and one may feel assured that nothing he said or was really intended to relax the well-known discipline of the German army in however savage a warfare.

The postcard in question contains, inside an ornamental metalloid flanked by a German marine and other emblems, the following words:—"Kommt ihr an den Feind, so wisst: Pardon wird nicht gegeben. Gefangene werden nicht gemacht. Euer Kaiser Wilhelm so dass auf tausend Jahre hinein kein Chinaman mehr es wagt einen Deutschen schenken anzusehen!" Ausser Ansprache Kaiser Wilhelm II. an die nach China ausziehenden Truppen.

Special emphasis is laid upon the second sentence of the quotation by the use of heavier type.

DONT SHOOT YOURSELF!

No doubt you often feel like it, but after just a little deliberation decide you can't afford to do it. But that thumping, racking Head-ache; what can you do with it? Give it the quietus by using Little's Oriental Balm. It acts like magic. It kills pain at once. No waiting, no suffering, no dosing with nauseous medicine. Mr. S. P. Hoffman, Whitebury, Washington, says: "It is a wonderful remedy. After suffering all day with intense Head-ache, one application of the Balm stopped the pain in 5 minutes. Sold at Re. 1 per bottle. Agents for Hongkong: THE VICTORIA DISPENSARY, Ltd. 1889-4

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 8th September.

AN ALLEGED EDICT.

The Acting Viceroy Tak Sow has received an Edict from the Imperial Government, purporting to have been issued by the Emperor before he left Peking. The document states that the Emperor much regrets what had happened, and is deeply sorry for having permitted the crisis in the North to reach its present climax. He commands the Viceroy and Governors of all the provinces to protect the lives and property of foreigners and Christians at all hazards, and prevent risings in their respective territories.

ONE OF PRINCE TUAN'S DEEDS.

New has reached here of the death of the late Minister Chang Yen Hwan. He was a native of Canton and rose from a very humble position. In his early youth he successfully passed several examinations, and step by step, through the influence of his friends and the expenditure of a good deal of money, he well won account of his knowledge of foreign affairs, he attained a high position, and was sent to Washington as Ambassador for six years. Not long ago, being suspected of being one of the reform party, he was banished to the extremity of Manchuria. Of late it was said that he and Li Hung-chang were the only two persons likely to bring about a settlement with the Foreign Powers. Prince Tuan accordingly sent a false Imperial message, charging him on suspicions of having held secret communications with Russia, which amounted to high treason, and had him beheaded.

ANOTHER ATTEMPT.

It is stated upon reliable authority that Wong Chuan Shan, otherwise known as Wong Chi-chin, former Secretary and legal adviser of the late Viceroy Tan of Canton, and Superintendent of the *Lekin* Bureau, who was sent some time ago to Hongkong on a mission to settle the Kowloon boundary question with the Governor, and Lao Hok Shan, late Director of the Commercial Bureau of Canton, who has shown himself so prominent in the rendition case of King Lion Shan at Macao, and gained a wide notoriety in the matter of the Funtan, are Canton Lottery affairs, and who accompanied Li Hung-chang to Shanghai to be his secretary, have been charged with treason, inasmuch as they are suspected of having had secret communications with the Foreign Powers to betray the Chinese Government. Prince Tuan sent orders to have them beheaded, but on learning of their impending fate they bolted to Singapore. Lao's family have gone to Macao, and his house, the largest and best building in Canton, has been seized by the Mandarins.

THE SUPPRESSED PAPERS.

There has been a talk about the revival of the Chinese newspapers lately suppressed here; but I think this is not so easy, unless the parties interested can pay large ransoms. The reasons are simply these. In the first place the Viceroy does not like the people to know too much of the news of the North, for fear that they might imitate the bad characters to riot; secondly, it is said that the professors of the four principal colleges in Canton, together with the gentry, strongly object to any publication that says anything to the discredit of China; thirdly, if anything is said of the defeat of China the lower class of the populace will certainly go and storm the newspaper offices, which may also lead to a riot; and fourthly, if they say anything against foreigners, the Consuls will take action. These are the difficulties, and up to now no definite arrangement has been made to re-open the offices, although some enterprising persons are attempting to do so. Many have subscribed to the Chinese newspapers of Hongkong, which I have no doubt are doing a very good business.

THE STATE OF CANTON.

Canton is quiet, and business is going on the same as usual, except that the capitalists and bankers hesitate rather about investing their money in transactions just as yet until they see the ultimate result of the Peking trouble. Things sold here are much dearer than in Hongkong or Macao. The Chinese soldiers, all in red waistcoats with characters on them denoting to what regiment they belong, are still seen patrolling leisurely about the streets, in one hand carrying an umbrella, and in the other holding a pipe, with revolvers stuck in their waist-bands. The other day two or three foreigners, taken by a guide into the city to see the sights, while passing the Bamermen Street where the Manchus live, were insulted by a few Manchus, who threatened to kill, and attempted to pull them; but it was soon put a stop to by others. One can safely go about in the suburbs of the new city without any fear; but to venture into the old city where the Manchus or Bamermen live is not advisable.

Delayed in Transmission.

War has taught at least one enterprising trader to find for himself in the button line. On the 6th of leaving for the front he appeared before his friends in riding breeches of approved cut, the waistband whereof was thickly studded with brass buttons. "Why this?" he was asked. "Well, ladies are scarce on south, and buttons are indispensable. Six buttons weight last me a bare week; these sixty should see me through." The competition of trade is ruthless, and the latest victim thereof is the Irish hen, who is being undressed as it were, by Continental rivals. It has come out in a case in Court that millions of eggs are annually shipped from the Baltic to Belfast, and being thence forwarded to England, are being sold as Irish eggs. Precisely how to remedy the evil it is difficult to say. It is hardly practicable to wait until your eggs hatch, and then see whether the chicks have a Continental accent or a brogue; nor, we presume, could all foreign fowl be compelled to wear automatic tags, which would label each egg laid "made in Germany." But it is certain that not only the Irish hen but also the English consumer needs protection, for it is unpleasantly that he should be thus tricked into submission to a foreign yolk.

SHANGHAI AUTUMN MEETING.

The following is the programme of the Shanghai Race Club's Autumn Meeting, to be held on Thursday, Friday and Saturday, the 1st, 2nd and 3rd November.

Stewards: Messrs. A. McLeod (Chairman), A. Butler, B. A. Clarke, W. S. Jackson, John Liddell, R. MacGregor and J. A. Pond.

FIRST DAY.

Thursday, 1st November.

1.—THE JOCKEY CUP.—One round. Value, £100. Second pony, £15. For China ponies, who have never won a race. To be ridden by jockeys who have not had more than two winning mounts. Jockeys: Non-Winners allowed 5 lbs.; winners of one Race, weight for inches as per scale; winners of two races, 7 lbs. extra. Entrance, £15.

2.—THE CRITERION STAKES.—One mile. A Sweepstake of £10, each, with £150 added. Second pony, £15. 15 lbs. or more starters, third pony £15. For China ponies. Weight for inches as per scale.

3.—THE MAIDEN STAKES.—Three-quarters of a mile. Value, £100. Second pony, £15. 75 lbs. Third pony, £15. For China ponies, who have never won at any meeting. Weight for inches as per scale. Entrance, £15.

4.—THE MALE PLATE.—Half-a-mile. Value, £150. Second pony, £15. For China ponies. Weight for inches as per scale. Entrance, £15.

5.—THE CLUB CUP.—Two miles. Value, £100. Second pony, £15. 50 lbs. or more starters, third pony £15. For China ponies. Weight for inches as per scale. Griffins at date of entry allowed 7 lbs. Entrance, £15.

6.—THE LOTTERY STAKES.—One mile and a half. For all China ponies. Value, £100, added to a Sweepstake of £15 each. Forfeit £15, if declared on or before the date of closing the entries for the Autumn meeting, when the balance £15 is to be paid, and the name and colour of the pony declared. The Stakes will be divided as follows:—First pony 70 per cent., second pony 20 per cent., and third pony 10 per cent. Weight for inches as per scale. Winners of a race of one mile or over to carry 5 lbs. extra. Griffins which have arrived in Shanghai on or after 1st August, 1900, allowed 7 lbs. Non-winners and Griffins purchased prior to above date, allowed 4 lbs. No ponies qualified to run unless entered at Autumn meeting, in an official race. Nominations, which are transferable, close on 30th June.

Nominations to be sent to the Secretary on or before the 30th June together with an entrance fee of £15 for each nomination taken. Dates of arrival and/or purchase to be declared on entry forms at closing of the Autumn entries. Closed on 30th June, 30 nominations.

7.—THE AUTUMN CUP.—One mile and a quarter. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For China ponies. Weight for inches as per scale. Winner of the Criterion Stakes 5 lbs. extra. Non-winning jockeys allowed 5 lbs. Entrance, £15.

8.—THE WHANGPOO STAKES.—One mile and a half. Value, £100. Second pony, £15. 50 lbs. or more starters, third pony £15. For China ponies, being *bona fide* Griffins at date of entry. Weight for inches as per scale. Winners of a Race, 5 lbs. extra. Entrance, £15.

9.—THE PAN-WAH CUP.—One mile. Value, £150. Second pony, £15. 40 lbs. or more starters, third pony £15. For China ponies that have never won a race. Weight for inches as per scale. Griffins at date of entry allowed 5 lbs. Entrance, £15.

SECOND DAY.

Friday, 2nd November.

1.—THE NORTHERN CUP.—Three-quarters of a mile. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For China ponies. Weight for inches as per scale. Winners at this Meeting 5 lbs. extra. Entrance, £15.

2.—THE SHANGHAI ST. LEGER.—One mile and three-quarters. Sweepstake of £15 each, with £150 added. Second pony to receive 75 per cent., second pony to receive 15 per cent., and third pony to receive 10 per cent. For China ponies that have never been raced previous to 1st January, 1900. Weight, 10st. 7 lbs. Ponies over 14 hands to carry 3 lbs. extra for every inch over. Winners of a race, 5 lbs. extra; two or more races, 10 lbs. extra.

3.—THE CHINA CUP.—One mile. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For China ponies, being *bona fide* Griffins at date of entry. Ponies that have not been in Shanghai or purchased by a Foreigner prior to 1st August last allowed 5 lbs. Weight for inches as per scale. Winners, 5 lbs. extra. Non-winning jockeys allowed 5 lbs. Entrance, £15.

4.—THE PAGODA CUP.—One mile. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For China ponies. Weight for inches as per scale. Ponies that have started at meeting and never won a Race allowed 7 lbs. Winner of the Criterion Stakes 5 lbs. extra. Entrance, £15.

5.—THE SHANGHAI STAKES.—One mile and a half. A forced entry of £15, with £100 added, for all Ponies otherwise entered at this meeting: first pony to receive 70 per cent., second pony 20 per cent., third pony 10 per cent. Weight for inches as per scale; Griffins at date of entry allowed 7 lbs.

6.—THE RACING STAKES.—One mile and a quarter. Value, £100, added to a Sweepstake of £15 each. Second pony, £15. 50 lbs. or more starters, third pony £15. For China ponies. Weight for inches as per scale. Ponies that have never raced previous to 1st January, 1900. Weight for inches as per scale. Winners, 5 lbs. extra. Unplaced Ponies allowed 5 lbs. Entrance, £15.

7.—THE SYCEE STAKES.—One Mile and a Quarter. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For China ponies, being *bona fide* Griffins at date of entry. Weight for inches as per scale. Winners of a Race 7 lbs. extra. Entrance, £15.

8.—THE LIAMA MIAU STAKES.—One Mile and Three-Quarters. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For China ponies. Weight for inches as per scale. Ponies that have started at this Meeting and not won a Race allowed 7 lbs. Entrance, £15.

9.—THE SICCAVE CUP.—One mile and a quarter. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For all China Ponies. Weight for inches as per scale. Unplaced Ponies at this Meeting allowed 5 lbs. Entrance, £15.

THIRD DAY.

Saturday, 3rd November.

1.—THE FLYWAY PLATE. Seven furlongs. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For China ponies. Weight for inches as per scale. Entrance, £15.

2.—THE RACE CLUB CHALLENGE CUP.—One mile and a quarter. Value, £150. For China ponies, being *bona fide* Griffins at date of entry. To be won by two consecutive Meetings or three times in all by Ponies the *bona fide* property of the same owner or owners. Entrance, £10. 70 per cent. to the

First Pony, 20 per cent. to the Second Pony and 10 per cent. to the Third Pony, until the Cup is finally won, when the Second Pony will receive 75 per cent. and the Third Pony 25 per cent. of the Entrance Fee. Weight for inches as per scale.

3.—THE COSMOPOLITAN CUP.—One mile and three-quarters. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For all China Ponies. Weight for inches as per scale. Unplaced Ponies allowed 5 lbs. Entrance, £15.

4.—THE GRAND STAND STAKES.—One mile. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For China Ponies, being *bona fide* Griffins at date of entry. Weight for inches as per scale. Winners of one Race, 5 lbs. extra; two or more Races, 7 lbs. extra. Entrance, £15.

5.—THE PAN-MUTUAL CUP.—One mile and a half. Value, £150, added to a Sweepstake of £15 each. First pony to receive 70 per cent., second pony 20 per cent., third pony 10 per cent. For China Ponies. Weight for inches as per scale. Griffins at date of entry allowed 7 lbs. Non-starters and Winners at this Meeting, 7 lbs. extra.

6.—THE MANCHU STAKES.—One mile and a quarter. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For China Ponies, being *bona fide* Griffins at date of entry, that have run and won a Race. Weight for inches as per scale. Entrance, £15.

7.—THE CONSOLATION CUP.—One round. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For China Ponies, who have not won a Race, and have been entered otherwise than in the Shanghai Stakes. Weight for inches as per scale. Entrance, £15.

8.—THE CHAMPION SWEEPSTAKES.—One mile and a quarter. Value, £150. Second pony, £15. 100 lbs. Third pony, £15. 50 lbs. or more starters, third pony £15. For China Ponies. Weight for inches as per scale. Each Pony entered to pay five per cent. of the value of the Stakes and Prizes won.

TO BE RUN ON THE OFF DAY.

THE TWICE NATIONAL STEEPCHASE.—The Grand National Steeplechase. Value, £150. Second pony, £15. 50 lbs. or more starters, third pony £15. For China Ponies. Weight for inches as per scale. Non-winners of this race at any previous Meeting allowed 7 lbs. Entrance, £15.

Ponies intended to start must be brought to the Grand Stand for measurement on Wednesday, November 1st, at 7 a.m.

CONSULAR REPORT.

SAMSHUI.

For the report on the trade of Samshui in 1899 Mr. Acting Consul Little is responsible, and to him has fallen the lot, as he points out, of being the first to compare the results of two complete years' trade for Samshui was only opened as a Treaty Port in the middle of 1897. It is gratifying, he says, to be able to record that the imports have nearly doubled and the exports more than doubled. Samshui itself is little more than a village and was selected as a Treaty port because of its position at the junction of three important rivers, giving access to an extensive hinterland.

The imports in 1899 were to the value of £192,000, in 1898 £382,000; the exports in 1899 £38,000, in 1898 £35,000. The foreign share of the imports was £351,000 against £177,000 in 1898, nearly all of which came from Hongkong. Cotton goods represent considerably over half the total foreign imports, and the principal Japanese cottons, flannel, cloth and shirtings, Japanese cotton flannel, cloth and shirtings, and Indian yarn. Japanese cotton goods were in great favour, owing to their cheapness and good appearance. In Woollens the main increase was in English camlets. Metals rose in value from £129 to £190. Among Sundries, raw cotton, aniline dyes, flour, Japanese matches, kerosene, and tobacco (native reimported via Hongkong) show big figures, and a considerable amount of foreign sugar was imported, although Samshui is a sugar-producing district, owing to the superior quality of the foreign article. Native imports fell off to the extent of over £2,800.

The principal exports were straw hats, brown sugar, crackers, papers, and tobacco. Sugar, says Mr. Little, promises most for the future of the export trade. The refineries of Hongkong, he continues, should provide a market close at hand, but the export duty will somewhat handicap the native grower. Of the exports over £14,000 went to Chinese ports and the rest of the £35,000 to Hongkong.

Over 1,100 transit passes issued, covering goods of the value of £17,000, were issued; being about three times the value in the previous year. Of these goods about three-quarters were sold in this province, one-quarter in Kwangsi, and a small quantity went to Hunan. It is noteworthy that most of these passes were taken out by Chinese, thus showing that they are no longer intimidated as formerly from making use of this privilege.

Over 26,000 passengers arrived at and left the port in steamers during the year. Those carried on native boats towed by launches and on ordinary sailing craft far exceed this figure. The steamers entered and cleared numbered 7,610 with a tonnage of over 542,000 tons, being an increase of some 2,600 steamers and 250,000 tons. Of these, 2,240 with a tonnage of 329,000 tons were British, being an increase of about 550 steamers and 111,000 tons. The Chinese came next with a tonnage of 140,000 tons, but double the number of steamers, most of them being launches. The Portuguese, German, American and French flags show the remainder, the last mentioned having only four vessels of 32 tons. There is, besides, an immense amount of native shipping passing up and down the river. One day Mr. Little counted 60 boats (many of them large) pass in 40 minutes.

There are 14 steamers (drawing about 6 ft.), Mr. Little says, in these waters under the West River Regulations, six making Samshui their terminus. He continues:—

"The general opinion of competent persons acquainted with local conditions seems to be that flat-bottomed stern wheelers of 2 to 3½ feet draught would be the most suitable, and there is one such boat, the *Chien*, under the American flag running between Canton and Wuchow. This boat is able to follow the short route from this to Canton and takes only 5 or 6 hours instead of 10 or 12 hours required by the deeper draught steamers. As regards the Hongkong one some doubt seems to be felt whether such boats would be able to make the first part of the passage, where rough seas are occasionally met with."

The lighting of the river is urgently needed, and it is difficult to understand why the authorities concerned have neglected the matter so long.

Mr. Little proceeds to discuss the restrictions on the river trade, by which West River steamers may not call at inland places and steamers plying under the Inland Navigation rules may not run between two treaty ports, and goes into the meaning of the word *bona fide*, on which so much of the difficulty hinges. He says:—

"The expression 'inland waters' is stated to have the meaning ascribed to *bona fide* in the Clefco Convention, viz., the words *bona fide* apply as much to places on the sea coast and river shores as to places in the interior, not open to foreign trade." In the steamers on the Hongkong line leave the territorial waters of China, it is held by the Chinese authorities that they have no claim to the benefits of the inland navigation agreement. The steamers from Canton, however, do not leave the territorial waters, and the only ground for their exclusion from the benefit of this agreement seems to be the provision that inland waters are opened to steamers not being vessels of a sea-going type. As, however, the provision originally inserted in the rules that inland waters were to be open to 'small' steamers was objected to, and the word 'small' was subsequently omitted, and as the Canton steamers are only about 150 tons, their size does not appear to be a good reason for their exclusion. The other complaint has been the refusal to allow vessels plying under the Inland Navigation Rules to run between two treaty ports. It is difficult to find a valid ground in the rules for this refusal, unless perhaps it is to be looked for in the meaning of the words *bona fide* as defined above. I am informed, however, that this prohibition has been withdrawn, at least as regards this port, and that inland launches now run from Canton through Samshui to the North River."

After noting an increase in the trade of the four ports of call, Kowloon, Kumbuk, Kow, Kow, and Tientsin, Mr. Little proceeds to some general remarks from which we take the following:—

"The substantial trade indicated by the foregoing figures and the large increase compared with the previous year would seem to warrant the expectation of a prosperous future for the port, but, unfortunately, enquiries reveal facts which considerably mar the prospect. A portion of the trade does not properly belong to the port and has been diverted to it from other places by causes which may at any time cease to operate. A large quantity of foreign goods find a market in Kowloon and should enter that place through the stage of Kumbuk, which is only a few miles distant, but when a brisk trade grew up the authorities established tax collecting stations which levied heavy charges on foreign goods passing between the two places. Importers thereupon consigned their goods to Samshui, where they are conveyed in native boats by a different route to Kowloon and thus avoid the taxes."

"These facts show that the prosperity of the port is more apparent than real and does not rest on a sound basis."

"The chief hope of a future for the port lies, in my opinion, in the development of the North River trade."

"Being situated at the mouth of the river, and there being no treaty port beyond, Samshui would handle most of this business, as well as the import trade, provided the position were not changed by the opening of new places to foreign commerce. It is, however, too near the great marts of Canton and Hongkong to ever become a real distributing centre for foreign imports."

"Finally as to piracy, Mr. Little says:—

"Piracy still continues unchecked, and a number of vessels, including one or two flying the British flag, have been stopped and robbed. The *Lehin* boat in the harbour was raided by some lawless characters from the opposite side of the river and despoiled of its contents, the tax collectors having been first tied up and deposited in the bottom of the boat. The pirates are, however, not a blood-thirsty lot, and they let their victims go without injury after having plundered them. Recently an organised attack by several parties of men armed with modern rifles was made on a steamer from both sides of the river at a narrow place. Several passengers were killed and wounded and the bows of the ship were riddled with bullets. In consequence of this occurrence I hear that the wheel houses of several steamers are to be protected with Harveycast steel. In view of the apparent helplessness of the local authorities, the only remedy seems to be to enlist the assistance of the people by making each district responsible for lawless acts occurring within its bounds. The injury resulting from the present state of things is, however, probably more indirect in hampering the development of native trade than direct in stopping steam traffic."

WIRELESS TELEGRAPHY IN THE NAVY.

Major S. Flood Page, speaking at the first ordinary statutory meeting of the Marconi International Marine Communication Company, said: "Thirty-two ships or torpedo stations are to be fixed up with the Marconi apparatus, but we do not know the day when we shall have to commence the work. The test we have to carry out is a difficult one. A ship is to be fitted at Portsmouth and another at Portland, and we are to communicate from one to the other. It is a long distance, and there is a high range of hills between the two places. We know it is difficult, but expect to carry out the contract with confidence. We have had this Marconi apparatus at Delagoa Bay on the east coast of Africa for several weeks, and in no case has it failed to give satisfaction. We have received a most flattering telegram from one of the captains of Her Majesty's ships, stating that they were delighted with the work carried out, and that it had given direct communication with the ships. That is going to lead to something else. A committee is sitting to determine various questions with reference to communication between the land, light-houses, and light-ships. The only thing I can say is that we have communicated between lightships and the land for twelve months, morning, noon, and night, and in a fog, and have never made a failure of any kind."

It was at a cricket lunch, and S., who found himself in front of the ham, commenced conversation with the idea of helping his two neighbours, and then getting ahead with his own share of the feast. As those experienced in cricket lunches know, he had let himself in for something, and he soon found himself not only carving for the whole table, but also exposed to a cross-fire of humour upon his efforts. The fat man opposite was particularly funny, and, while holding up his empty plate, said, "Now, then, not so thick; remember you're not carving for yourself!" S., who was getting rather weary of the job, was equal to the occasion. "That's where you make the mistake," he said, as he took the slice upon his own plate, sat down, and handed the carving fork and knife to the fat humourist."

LIFE AND VIGOUR FOR THE HAIR.—The only article which really possesses nutritious virtues for stimulating, and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes dandruff, hairiness, dryness, prevents the hair being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and dressy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it; also in a golden colour, for fair hair. Sold by Stores and Chemists. [1892-3]

ARE THERE BOXERS IN INDIA?

Prince Oukotomsky who four years ago plainly predicted the present crisis in the Far East in his account of the czar's journey in the East, has just written a remarkable pamphlet on current events in China.

The following is an extract from the Prince's work:—

"The West may now expect from modern Asia many political complications. 'We stand, without doubt, on the verge of a great catastrophe! The movement up to the present has only served a portion of China, and the whole has been a failure of Russia, let us hope, of having temporarily identified her interests with those of the other Powers, who are predatorily disposed, and who are acting fanatically."

"This movement threatens to grow to unheard-of proportions, dragging also elements with it into a terrible whirlpool, which only recently might be accounted completely indifferent and neutral as regards the Far East, viz., the Mohammedan world, united by a general fanatical idea."

"Ominous echoes of the same are already heard in the Mussulman press. There is no ground to think that India will remain completely quiet when the half of her kindred continent is speaking."

"Earlier than the autumn the contrary will happen, and the English, in truth, ought to be more on the alert there than on the shores of Pechili, or in the basin of the Yangtze-kiang. 'When our hopes of the expedition of a detachment of Amur troops by the French from Indo-China to Tientsin, one cannot help picturing to oneself the spiritual condition of these soldiers, thrown in contact, on the banks of the Peiho, with the Japanese, in appearance related to them—with the troops of a Power to which almost all Europe is paying court, asking aid for the West from Asiatics against the East. 'Will not this anomaly sooner or later affect the future peace of even the Indo-Chinese possessions of France?'"

"If the spark of revolt should again kindle in them, then the French will certainly not be in a position to send an expedition to Northern China. And in case the rumours of increased disaffection among the subjects of the Empress-Queen should be confirmed, then the forces now sent against Eastern Asia from India must immediately return."

"What will then remain of the 'Concert' of the European Powers, with the Americans openly unwilling to entangle themselves in a new war, and with the extremely possible advance of the Japanese into Corea under the pretext that the Boxers, having pushed forward into her borders it is necessary to maintain the proper balance of power?"

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of CARL DIETRICH WILHELM BEURMANN, formerly of Shanghai, the Empire of China, and late of No. 8, Shui Augus, Place, in the City of Hanover in the Empire of Germany, Merchant, deceased.

NOTICE is hereby given that His Honour Sir JOHN WORELL CARRINGTON, Knight, Chief Justice of Hongkong, has by virtue of Section 58 of Ordinance No. 3 of 1897, made an order limiting Creditors to the 15th day of OCTOBER, 1900, for sending in claims against the above Estate. And all Creditors are hereby required to send their claims to the undersigned on or before that date.

Dated this 11th day of July, 1900.

DEACON & HASTINGS, Solicitors for the Administrator with the Will annexed.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of CHARLES FREDERICK HARTON, late of Victoria, in the Colony of Hongkong, Mercantile Assistant, deceased.

NOTICE is hereby given that His Honour Sir JOHN WORELL CARRINGTON, Knight, Chief Justice of Hongkong, has by virtue of Section 58 of Ordinance No. 3 of 1897, made an order limiting Creditors to the 1st day of OCTOBER, 1900, for sending in claims against the above Estate. And all Creditors are hereby required to send their claims to the undersigned on or before that date.

Dated this 11th day of July, 1900.

DEACON & HASTINGS, Solicitors for the Executor.

NOTICE TO MARINERS.

No. 120 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

BUOYAGE OF NORTH CHANNEL ENTRANCE TO THE YANGTZE: ADDITIONS AND ALTERATION.

NOTICE is hereby given that two new Buoy have been established in the North Channel, viz:—

SHAWESHAN BANK BUOY: A 19-foot conical, red Buoy surrounded by a black spherical cap, moored in 20 feet of water, with Shaweshan Lightships bearing N. by E. distant 2.8 miles.

CHI YAO BANK OUTER BUOY: A 6-foot, conical, red Buoy surrounded by a black, inverted frustum cone, moored in 23 feet of water, with Drinkwater Point Lightship bearing N. 58° W. distant 7.1 miles.

Also that the Drinkwater Point [Fairway] Buoy, No. 25 in the latest published List, has been replaced by a red conical buoy surrounded by a black spherical cap.

REMARKS.

According to the latest soundings, the most direct track, for vessels of heavy draught entering by the North Channel, is to pass between 1 and 2 cables South of Shaweshan Bank Buoy, and steer so as to bring the Buoy to bear East by the time Shaweshan Lightships bears N.E. then steer for the Drinkwater

NEW ADVERTISEMENTS



FOR SALE.

HULL of a STEAM LAUNCH, may be seen at Kowloon Naval Yard on 17th inst. between 9 A.M. and Noon. Tenders to be lodged with the Commodore-in-Charge H.M. Naval Yard not later than Noon on THURSDAY, 20th inst. Any further information can be obtained on application to the Naval Store Officer.

By Order. H. SIMMONS, Naval Store Officer.
Hongkong, 12th September, 1900. [2306]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

POSTPONEMENT.

FOR SWATOW, AMOY AND BOCHOU.
THE Company's Steamship.

"HAICHING."
Captain Hall, will be despatched for the above ports TO-DAY, the 12th inst., at 4 P.M.
For Freight or Passage, apply to DOUGLAS LAPELLE & CO., General Managers.
Hongkong, 12th September, 1900. [2305]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
"AUSTRALIAN."
Captain Helms, will be despatched for the above ports on THURSDAY, the 27th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 11th September, 1900. [2304]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AUSTRALIAN."
Captain Helms, will be despatched for the above ports on THURSDAY, the 27th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 11th September, 1900. [2303]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING
will be held in the PAVILION on MONDAY, 17th September, at 5.15 P.M.
P. A. COX,
for Hon. Secretary.
Hongkong, 5th September, 1900. [2353]

PERSERVERANCE LODGE OF HONGKONG, No. 1185.

A REGULAR MEETING of the PERSERVERANCE LODGE will be held at the FREEMASONS' HALL on MONDAY, the 17th inst., at 8.30 for 9 P.M., precisely.
Hongkong, 11th September, 1900. [2391]

MUSIC LESSONS.

M. L. A. GRACA receives Pupils for Lessons in Violin, Mandolin and Portuguese Guitar.
For terms, &c., apply to—
ROBINSON PIANO CO.
or
LANE CRAWFORD & CO.
Hongkong, 7th September, 1900. [2370]

NOW READY—DEWEY EDITION.

TALES OF THE MALAYAN COAST.

FROM PENANG TO THE PHILIPPINES.
by
ROUNSEVELLE WILDMAN,
Consul-General for the United States,
Hongkong.

CHOICE ILLUSTRATIONS.

BOSTON—LOTHROP PUBLISHING CO.
ON SALE AT
W. BREWER & CO'S,
Queen's Road, Hongkong.
Hongkong, 7th September, 1900. [2371]

HIRANO NATURAL MINERAL WATER.

HIRANO MURA, HYOGO-KEN, JAPAN.

BOTTLED in its Natural Carbonic Acid Gas. Bright, Sparkling, and Effervescent. An excellent drink with Wines or Spirits.
Price \$5.50 per Case of 48 Bins.
As seen from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestines, diseases of glands, and chronic endometritis.

TAT WO & CO.

22, Bank Buildings,
Agents for Hongkong.
Hongkong, 14th August, 1900. [2311]

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS
are requested to send in a Statement of Business contributed during the Half Year ended 30th June, 1900, on or before the 15th September, on which date the Accounts will be CLOSED.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.
Hongkong, 24th August, 1900. [2279]

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that SCRIPS Number 1,240 to 1,252 for 300 SHARES of the above Company, numbered 110,683 to 110,692, in the name of S. Y. TONG, of Tientsin, and that SCRIPS Number 1,253 to 1,274 for 600 Shares of the above Company, numbered 120,583 to 121,182, in the name of LIANG YU TONG, of Tientsin, having been LOST, New Scrips for same, will be issued after One month from the date hereof, and the Original Scrips will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

LUTGENS, EINSMANN & CO.,
General Agents.
Hongkong, 30th August, 1900. [2311]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of 5 per Share has been made in respect of the Shares not fully paid up, and that such CALL is PAYABLE on 5th October next to the undersigned at the Registered Offices of the Company, 38 and 40, Queen's Road Central, Hongkong.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th September, 1900. [2347]

AUCTIONS

PUBLIC AUCTION.

M. R. GEO. P. LAMBERT has received instructions to Sell by
PUBLIC AUCTION
THE FOLLOWING
VALUABLE ESTATE HOLD
PROPERTIES.

Situate at ROBINSON ROAD, Victoria,
Hongkong, in 6 Lots,
on
FRIDAY,
the 14th September, 1900, at 3 P.M. at his
Sale Rooms, Ice House Lane.

Lot 1.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section A of Inland Lot No. 704, containing an area of 7,576 square feet or thereabouts.

Lot 2.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section B of Inland Lot No. 704, containing an area of 8,705 square feet or thereabouts.

Lot 3.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section C of Inland Lot No. 704, containing an area of 8,828 square feet or thereabouts.

Lot 4.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section D of Inland Lot No. 704, containing an area of 7,020 square feet or thereabouts.

Lot 5.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section E of Inland Lot No. 704, containing an area of 6,778 square feet or thereabouts.

Lot 6.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as The Remaining Portion of Inland Lot No. 704, containing an area of 14,985 square feet.

All the above described Lots are held for the residue of a term of 999 years and are sold subject to the existing Tenancy.
For further particulars, apply to—
J. C. EVANS,
Vendor's Solicitor,
or to
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 6th September, 1900. [2302]

PUBLIC AUCTION.

THE Undersigned has received instructions from MR. ATACK, Furniture Dealer (owing to his removal to new premises), to sell by Public Auction, on SATURDAY, the 15th September next, at his Store, 39, Queen's Road Central, the portion of his STOCK-IN-TRADE, FURNITURE, FIXTURES, &c., &c.

Terms—As Usual.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 31st August, 1900. [2315]

W. B. LEWIS & CO.

NEW BOOKS AND NEW EDITIONS.
Brecheider's Map of China, Revised and Enlarged ... \$4.50
The Strand War Map of China ... 0.35
European Settlements in the Far East, by D. Warren Smith ... 3.50
China, the long lived Empire, by Mrs. Seldmore ... 5.00
China in Decay, by Alexis Krause ... 3.50
The Overland to China, by Colquhoun ... 9.50
Russia on the Pacific and the Siberian Railway, by Vladimir ... 9.00
The Peoples and Politics of the Far East, by Henry Norman ... 4.50
Union Jack, Volume II ... 3.00
Windsor Magazine, Volume II ... 3.50
Lausgrog, by Borey (Cloth) ... 3.50
From Sandhill to Pine, by Broke Harts ... 1.50
Black Heart and White Heart, by Rider Haggard ... 1.50
Caged, by Headon Hill ... each
Jan Orber, by Orme Agnus ... each
A Millionaire of Yesterday, by Oppenheim ... each
Should She have Spoken, by Esther Miller ... each

REOOTHING SEASON, 1900.
JEFFERY & Co.'s 12 BORE GUNS in Case, with Implements, Complete, from \$100.
SCHULTZ SPORTING CARTRIDGE-GES.
ELEY'S CARTRIDGE CASES, WADS, &c.
CARTRIDGE BAGS and BELTS.
WATER FLASKS and every kind of SPORTING REQUISITE.
Wm. SCHMIDT & CO.
Hongkong, 21st August, 1900. [1213]

INSURANCES.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892. [24]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL \$410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1512]

"L'UNION" FIRE INSURANCE COMPANY, Ltd. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [1118]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSEN & CO.,
Hongkong, 29th May, 1895. [126]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, JACOB & CO.,
Hongkong, 2nd April, 1900. [142]

SUN LIFE ASSURANCE COMPANY OF CANADA.

HEAD OFFICE—MONTREAL.
THE above Company is prepared to issue UNCONDITIONAL POLICIES on all approved plans, and will settle claims immediately upon receipt of proof of death and without reference to the Head Office.
For Rates and other Particulars, apply to
W. J. G. WHILEY, Acting Manager,
8, Prays Central. [872]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899, £14,409,089.
I. AUTHORIZED CAPITAL ... £3,000,000 0 0
SUBSCRIBED CAPITAL ... 2,750,000 0 0
PAID-UP CAPITAL ... 887,500 0 0
II. FINE FUNDS ... 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [25]

ACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [19]

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.
A yearly premium of £28 2s. (age 30) secures the following:
£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£1 per week in case of temporary disablement by accident.
Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).
For further Particulars apply to
J. Y. V. VERNON,
Agent.
Hongkong, 8th June, 1896. [1774]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPELLE & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [27]

NOW READY.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN."
Being a Lecture by
CAPTAIN PERCY SCOTT,
R.M. G.E.,
and
CAPTAIN A. H. LIMPUS, R.M. (of H.M.S. Terrible).
The Book is printed on art paper, and illustrated with coloured maps and sketches.
Prices ... 8s. and 4s. 6d.

BANKS.

THE BANK OF CHINA AND JAPAN, LIMITED.

WORKING CAPITAL ... over £210,000
RESERVE LIABILITY OF SHAREHOLDERS ... fully £425,000
... £463,000

HEAD OFFICE:
36, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Rangoon, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited, and the General Manager—F. C. BISHOP.

INTEREST ALLOWED.

On Current Accounts ... 2 per cent.
Fixed Deposits 3 months ... 4 "
" 6 months ... 5 "
" 12 months ... 6 "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.
Hongkong, 1st May, 1900. [2]

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,125,000
PAID-UP ... £ 562,500
RESERVE FUND ... £ 30,000

BANKERS:

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily Balance.
ON FIXED DEPOSITS:
For 12 months ... 4 1/2 %
" 6 months ... 4 %
" 3 months ... 3 1/2 %
" 1 month ... 3 %
J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.

THE Bankers of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000
RESERVE FUND ... \$10,000,000
STERLING RESERVE ... \$10,000,000
SILVER RESERVE ... 2,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

N. A. SIEBS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq.
K. H. M. Gray
A. Hays, Esq.
Hon. J. J. Kewick
D. Meyer Moss, Esq.
H. W. Slade, Esq.

CHIEF MANAGER:

Hongkong—SIE THOMAS JACKSON.
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 18th August, 1900. [17]

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL ... £1,000,000
PAID-UP CAPITAL ... £ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.

CHAN K. SHAN, Esq., D. GILLIES, Esq.,
KOW K. SHANG, Esq., J. T. LAUTS, Esq.,
Chief Manager,
GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed ... 5%.

HONGKONG, 23rd March, 1899. [19]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)
AUTHORIZED CAPITAL ... Yen 5,000,000
PAID-UP CAPITAL ... 1,250,000

HEAD OFFICE—TAIPEH, FORMOSA.

JIUCHI SOYEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI, Esq.

BRANCHES AND AGENCIES.

Tokyo Osaka Kyoto Yokohama
Kobe Nagasaki Hakodate Moji
Taiwan London New York S. Francisco
Hongkong Amoy Shanghai Tientsin
Newchwang Chemulpo Fusan.

HEAD OFFICE—INTEREST ALLOWED.

On Current Account ... 4 1/2 % per annum
Savings Bank 5 1/4 %
On Fixed Deposits:
For 3 months ... 6 % per annum
" 6 months ... 6 1/2 %
" 12 months ... 7 %

Credits granted on approved Securities and every description of Banking and Exchange business transacted.
Drafts granted on the chief commercial places both in Japan and abroad.
Further particulars may be obtained on application.
HIROMI KAWASAKI,
Manager.
Taipei, 1st August, 1900. [290 2283]

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP ... £800,000
RESERVE LIABILITY OF SHAREHOLDERS ... £800,000
RESERVE FUND ... £333,000

INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the Daily Balance.
On Fixed Deposits for 12 months 4 per cent.
" 6 months 3 1/2 %
" 3 months 3 %
" 1 month 2 1/2 %
T. E. SANSOM,
Acting Manager, Hongkong.
Hongkong, 23rd May, 1900. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... 18,000,000
CAPITAL UNPAID ... 6,000,000
RESERVE FUND ... 8,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LIMITED.
THE BANK OF INDIA, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 per annum.
" 6 months 5 %
" 3 months 4 1/2 %
" 1 month 4 %
S. CHOI,
Hongkong Manager.
Hongkong, 17th April, 1900. [768]

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL ... Sh. Tels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Canton Hankow
Tientsin Calcutta Hanlow
Tientsin (Kiautschow)

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons,
UNION BANK OF LONDON, LTD.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Acting Manager.
Hongkong, 8th February, 1900. [45]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.
SUBSCRIBED CAPITAL, Shanghai Ts. 5,000,000
PAID-UP CAPITAL ... 2,000,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton Hankow
Chefoo Peking
Chinkiang Penang
Chungking Singapore
Foochow Swatow
Tientsin

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2 1/2 per annum on Current Account daily balances.
3 1/2 per annum on Fixed Deposits for 3 months.
4 1/2 per annum " 6 months.
5 1/2 per annum " 12 months.
E. W. RUTTER,
Acting Manager.
Hongkong, 2nd February, 1900. [22]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as Foul Water is the cause of much Sickness on board Ship.
We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.
CALL FLAG W.
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1895. [1768]

CALDBECK, MACGREGOR & Co., WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

Telephone 75.

SINCE 1875 WE HAVE SUPPLIED OVER 100 VESSELS OF HER MAJESTY'S FLEET, VIZ—

" Aurora "	" Endymion "	" Inverness "	" Rainbow "
" Alcione "	" Edgar "	" Lizard "	" Rambler "
" Albatross "	" Esk "	" Linnet "	" Roanoke "
" Audacious "	" Egeria "		

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL.	PARRAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Burrows	BUTTERFIELD & SWIRE	On 15th inst.
LONDON VIA SUEZ CANAL	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 20th inst.
LONDON VIA SUEZ CANAL	ALCINOUS	Brit. str.	—	Pullford	BUTTERFIELD & SWIRE	On 2nd Oct.
LIVERPOOL DIRECT	PA'ROCLUS	Brit. str.	—	Diokens	BUTTERFIELD & SWIRE	On 16th Oct.
BREMEN, VIA PORTS OF CALL.	HECTOR	Brit. str.	—	Burr	BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES, &c. VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	H. Kirchner	MELCHERS & CO.	On 20th inst. at Noon.
TRIESTE, &c. VIA PORTS OF CALL	KAWACHI MARU	Jap. str.	—	R. Mayer	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
HAVRE & HAMBURG	CHINA	Ans. str.	—	Braun	SANDER, WIELER & CO.	On 17th inst.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On 15th inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 2nd Oct.
HAVRE & HAMBURG	BANBERG	Ger. str.	—	Schneider	CARLOWITZ & CO.	On or about 21st Oct.
NEW YORK VIA SUEZ CANAL	KONIGSBERG	Ger. str.	—	—	CARLOWITZ & CO.	On or about 30th Oct.
NEW YORK VIA SUEZ CANAL	GLENESK	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	AFRIDI	Brit. str.	—	—	DODWELL & CO., LIMITED	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	ORWELL	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 15th Oct.
VICTORIA, B.C., & TACOMA VIA SHANGHAI	OLYMPIA	Brit. str.	—	J. Trubridge	DODWELL & CO., LIMITED	On 14th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On 26th inst.
PORTLAND, OREGON, &c.	SKARPSNO	Ger. str.	—	J. Kennedy	T. M. STEVENS & CO.	On 26th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	MONMOUTHSHIRE	Brit. str.	—	—	DODWELL & CO., LIMITED	On 18th inst.
SAN FRANCISCO VIA AMOY, &c.	CITY OF PEKING	Ans. str.	—	—	PACIFIC MAIL S. S. CO.	To-morrow, at Daylight.
SAN FRANCISCO VIA NAGASAKI, &c.	AMERICA MARU	Jap. str.	—	—	O. & O. S. S. Co.	On 27th inst. at Noon.
SAN DIEGO, &c. VIA SHANGHAI, &c.	GALICIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
AUSTRALIAN PORTS	BURGENHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 27th inst. at Daylight.
AUSTRALIAN PORTS	SHINANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
YOKOHAMA & KOBE	MARQUIS BACQUHEM	Ans. str.	—	A. Blincher	SANDER, WIELER & CO.	On 16th inst. at Daylight.
YOKOHAMA & KOBE	ROSETTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
YOKOHAMA & KOBE	LYEEMOON	Brit. str.	—	G. Heuermann	SIEMSEN & CO.	To-day, at 5 P.M.
SHANGHAI & KOBE	TIENSIN	Brit. str.	—	P. J. Fox	P. & O. S. N. Co.	On or about 13th inst.
SHANGHAI	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On or about 15th inst.
SHANGHAI	MELPOMENE	Ans. str.	—	C. Matevich	SANDER, WIELER & CO.	To-morrow, at 4 P.M.
SWATOW, AMOY & POOCHOW	HATCHING	Brit. str.	—	Hall	DOUGLAS LIPPAK & CO.	To-day, at 4 P.M.
SWATOW, AMOY & TAMSUI	MAIDZURE MARU	Jap. str.	—	T. Ogata	BITSUM BUSSAN KAISHA	On 16th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	S. Atsumi	NIPPON YUSEN KAISHA	On 19th inst. at Daylight.
MANILA DIRECT	ESMERALDA	Brit. str.	—	Geo. T. Blackland	SHEWAN, TOMES & CO.	To-day, at 5 P.M.
MANILA	LOONGSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	On 14th inst. at 4 P.M.
MANILA	TAIWAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
MANILA	AUSTRALIAN	Brit. str.	—	Helm	GIBB, LIVINGSTON & CO.	On 27th inst. at Daylight.
BOMBAY, VIA SINGAPORE & COLOMBO	HIOHOSHIMA MARU	Jap. str.	—	P. Yonizawa	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	Cox	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.

SHIPPING.

ARRIVALS.
Sept. 11, CITY OF PEKING, Amr. str. 3.128, J. T. Smith, San Francisco and Shanghai 8th Sept., Mails and General.—P. M. S. S. Co.

CLEARANCES.
At the Harbour Master's Office.
11th September.
Shamoi, British str., for Shanghai.
Tiger, Norw. str., for Ketchikan.

DEPARTURES.
Sept. 10, MOHAWK, British transport, for Taku.
Sept. 11, INDUS, French str., for Shanghai.
Sept. 11, KARA, British str., for Moji.
Sept. 11, SEBASTIA, German str., for Nagasaki.

VESSELS IN DOCK.
ABERDEEN DOCK.—U.S.S. Monterey, Argus, Longmoon, Olympia, Kong Beig, Tai On, Pakshan, Kongman, U.S.S. Meade.
COSMOPOLITAN DOCK.—Stanfield.

VESSELS ON THE BERTH

FOR SHANGHAI

THE Steamship
"LYEEMOON."
Captain G. Heuermann, will be despatched for the above port TO-DAY, the 12th inst., at 5 P.M.
This steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Hongkong, 8th September, 1900. [238]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT

THE Company's Steamship
"ESMERALDA."
Captain Geo. T. Blackland, will be despatched for the above port TO-DAY, the 12th inst., at 5 P.M.
This steamer has superior accommodation for Passengers and is fitted with the Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th September, 1900. [236]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI

THE Company's Steamship
"MELPOMENE."
Captain C. Matevich, will leave for the above place TO-MORROW, 13th inst., at 4 P.M.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 8th September, 1900. [16]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN

THE Company's Steamship
"MAUSANG."
Captain Cox, will be despatched for the above port TO-MORROW, the 13th inst., at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th September, 1900. [238]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship
"LOONGSANG."
Captain Weigall, will be despatched for the above port on FRIDAY, the 14th inst., at 4 P.M.
This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th September, 1900. [237]

FOR NEW YORK VIA SUEZ CANAL

THE Steamship
"AFRIDI"
will be despatched for the above port on or about the 16th inst., and will be followed by the Steamship
"MARIA DE LARINAGA"
on or about the 25th inst.
For Freight, apply to
DODWELL & CO., Ltd.,
Agents.
Hongkong, 11th September, 1900. [238]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 13, 1900, at DAYLIGHT.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU TO-MORROW, the 13th Sept., 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 20th August, 1900. [15]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship
"GLENESK"
will be despatched for the above port on or about 15th September, 1900.
To be followed by Steamship
"ANAPA"
about 15th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th August, 1900. [2225]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA, and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SIBIRIA	HAVRE & HAMBURG	On 18th Freight and Passenger.
Capt. Braun	(London with transshipment in Hamburg)	September
* SAXONIA	HAVRE & HAMBURG	About 2nd Freight.
Capt. Jager	(London with transshipment in Hamburg)	October
* ASTORIA	NEW YORK VIA SUEZ CANAL	About 10th Freight.
Capt. Hildebrandt		October
* HAMBURG	HAVRE & HAMBURG	About 21st Freight.
Capt. Jacobs	(London with transshipment in Hamburg)	October
* KONIGSBERG	HAVRE & HAMBURG	About 30th Freight and Passenger.
Capt. Schneider	(London with transshipment in Hamburg)	October

These steamers have superior accommodation for Passengers and carry a Doctor and a Stevedore.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 10th September, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIOHOSHIMA MARU	(BOMBAY, SINGAPORE and CO.)	THURSDAY, 12th Sept., at Noon.
S. Yoshizawa	LOMBO	Noon.
YAWATA MARU	NAGASAKI, KOBE and YOKO.	THURSDAY, 20th Sept., at Noon.
A. E. Moses	HAMA	Noon.
KAWACHI MARU	(MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID)	FRIDAY, 21st Sept., at Daylight.
J. S. Thompson		
SHINANO MARU	(SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.)	FRIDAY, 28th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Clater Road.
A. S. MIHARA,
Manager.

Hongkong, 4th September, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. **PUNCTUALITY.**
Twin Screw Steamships—**FEED.**
Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
"EMPRESS OF JAPAN" Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 24th Sept., 1900.
"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 26th Oct., 1900.
"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 30th August, 1900. [9]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
OLYMPIA	2,837	J. Trubridge	Sept. 14	MON SHIRE	2,872	J. Kennedy	Oct. 20
GLENOGLE	3,750	W. Frakes	Sept. 18				
QUEEN ADELAIDE	2,832	F. McNair	Sept. 29				
VICTORIA	3,502	J. Panton	Oct. 10				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £47.
Excellent accommodation. First class Table. Doctor and STEWARDESS carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £41.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. A magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, £28.
The best route to the LONGBYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DREA, and ST. MICHAEL.

HONGKONG to YELLOWSTONE PARK and BACK, 265 10s. 0d.
This route covers the ocean voyage to TACOMA or PORTLAND and back. Railway from TACOMA or PORTLAND to CHINABAD and return. Sleeping and Dining Car accommodation. Tacoma or Portland to Livingston and return. Stage Coach transportation. Climbstar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 12th September, 1900. [10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
PREUSSEN	WEDNESDAY	20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PRINZESS IRENE	WEDNESDAY	9th January, 1901.
PREUSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March, 1901.

ON THURSDAY, the 20th day of September, 1900, at Noon, the Steamship "PREUSSEN" of the NORDDEUTSCHER LLOYD, Captain H. Kirchner, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 18th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 19th September, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 19th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

VESSELS ON THE BERTH
FOR PORTLAND, OREGON.

(Booking Cargo for SAN FRANCISCO and OVERLAND PORTS).

THE Steamship
"SKARPSNO"
due here Monday Next, the 10th inst.
For Freight apply to
T. M. STEVENS & CO.
4, Queen's Road Central. [2368]
Hongkong, 6th September, 1900.

**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIAN, AFRICA, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship
"PARRAMATTA."
Captain A. Symonds, carrying Her Majesty's
Mails, will be despatched from this for Bom-
bay on SATURDAY, the 15th September,
1900, at Noon, taking passengers and cargo
for the above ports.

Silk and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London, other
cargo for London, &c., will be conveyed via
Bombay without transhipment.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's Bill
of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 2nd September, 1900.

**THE OSAKA SHOSHEN KAISHA,
LIMITED.**

**FOR SWATOW, AMOY, AND
TAMSUI.**
The Company's Steamship

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the
above ports on SUNDAY, the 16th instant, at
DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 10th September, 1900. [13]

**AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.**

STEAM TO YOKOHAMA AND KOBE.
The Company's Steamship

"MARQUEE RACQUEHEM."
Captain A. Blinzer, will leave for the above
ports on SUNDAY, the 16th instant, at
DAYLIGHT.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 10th September, 1900. [2384]

**AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.**

**STEAM FOR
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ, PORT
SAID, FUME AND TRIESTE.**
(Taking Cargo at through rates to the BRAZIL,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEBANON, MALTA,
VENICE AND AFRICAN PORTS).

THE Company's Steamship

"CHINA."
Captain R. Mayer, will be despatched as
above on MONDAY, the 17th inst.
Silk and Valuable are transhipped on arrival
at Bombay into an accelerated liner.

For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 11th September, 1900. [10]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"GLAUCUS."
Captain Barrow, will be despatched as above
on TUESDAY, the 18th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [2009]

**CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.**

In Connection with the
ATLANTIC, TOPEKA and SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

"BERGHEUS" will be despatched as above
on TUESDAY, the 18th September.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 p.m.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight, or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th August, 1900. [14]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"ALCINOUS."
Captain Paulk, will be despatched as above on
TUESDAY, the 2nd October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th August, 1900. [2278]

VESSELS ON THE BERTH.
U.S. MAIL LINE.PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via
Shanghai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) TUESDAY, Sept. 18,
at Noon.

CRINA (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) SATURDAY, Oct. 13,
at Noon.

City of Rio de Janeiro
(via Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama and Honolulu) THURSDAY, Nov. 8,
at Noon.

THE Company's Steamship "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, VIA SHANGHAI, NAGASAKI,
Kobe, INLAND SEA, YOKO-
HAMA and HONOLULU, on TUESDAY,
the 18th September, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct line.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 p.m.
the day previous to sailing. Parcel Packages
will be received at the office until 5 p.m. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 29th August, 1900. [3]

**THE OSAKA SHOSHEN KAISHA,
LIMITED.**

**FOR SWATOW, AMOY, AND
TAMSWI.**
The Company's Steamship

"ANPING MARU."
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 13th Sept.
at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 5th September, 1900. [1443]

**UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.**

FOR NEW YORK VIA SUEZ CANAL.
The Steamship

"ORWELL"
will be despatched as above on or about the 25th
instant.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 5th September, 1900. [2353]

**UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.**
(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.
The full-powered Steamship

"ASTORIA."
Capt. Hildebrandt, will be despatched for the
above port on or about 16th October.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st August, 1900. [2317]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"PATROCLUS."
Captain Dickens, will be despatched as above
on TUESDAY, the 16th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th September, 1900. [2374]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.FOR LIVERPOOL, DIRECT
(TAKING CARGO AT LONDON RATES.)
The Company's Steamship

"HECTOR."
Captain Barr, will be despatched as above on
THURSDAY, the 20th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th August, 1900. [2303]

**OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.**

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
GABRIO (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) THURSDAY, Sept. 27,
at Noon.

DORIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) TUESDAY, Oct. 23,
at Noon.

COTIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) SATURDAY, Nov. 17,
at Noon.

THE Company's Steamship "GABRIO"
will be despatched for SAN FRAN-
CISCO, VIA SHANGHAI, NAGASAKI,
Kobe, INLAND SEA, YOKOHAMA,
and HONOLULU on THURSDAY, the 27th
September, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates and particu-
lars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 7th September, 1900. [4]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
NORWOOD, British ship, Thos. Roy - Order.
PETER RICKMERS, German ship, Scholer -
Amphold, Karberg & Co.
AUSTRIAN, British steamer, Helms - Gibb,
Livingston & Co.
LIGHTNING, British str., Spence - D. SASSOON,
Sons & Co.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
CONSIGNEES per Company's Steamer

"PATROCLUS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, in both cases it will lie
at Consignee's risk. The Cargo will be ready
for delivery from Craft or Godown on and after
the 8th instant.

Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 15th instant will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 18th instant.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th September, 1900. [2374]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"HAMBURG."
OF THE HAMBURG-AMERICA LINE.

The above named steamer having arrived,
Consignees of cargo are hereby informed that
their Goods, with the exception of Opium,
Tobacco, and Valuable, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown Co.,
Limited, Kowloon, whence delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 12th September will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 11th September,
and THURSDAY, the 13th September, at 9.30
A.M.

All claims must reach us before the 16th
September, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.

NORDEUTSCHE LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 5th September, 1900. [8]

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.FROM MIDDLESBRO, LONDON AND
STRAITS.

THE Steamship
"GLENGLYLE,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Optional goods will be carried on unless
instructions are given to the contrary before
4 p.m. TO-DAY.

No Fire Insurance has been effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Co. within ten days
after the steamer's arrival, after which no claims
will be recognised.

McGREGOR BROS. & GOW.
Hongkong, 10th September, 1900. [2358]

**NORTHERN PACIFIC STEAMSHIP
COMPANY.**

NOTICE TO CONSIGNEES.
STEAMSHIP "GLENGLYLE."

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature,
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 10th September, 1900. [10]

STEAMSHIP "INDUS."

COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London
ex ss. *Pei Ho*, and Bordeaux ex ss. *Ville
de Buenos Ayres*, in connection with above
Steamer, are hereby informed that their goods,
with the exception of Opium, Tobacco, and
Valuables, are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on, unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
MONDAY, the 17th instant, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 17th instant, or they will not be re-
cognized.

All damaged packages will be examined on
MONDAY, the 17th instant, at 3 p.m.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 10th September, 1900. [2]

**FROM HAMBURG, PENANG, AND
SINGAPORE.**

THE H.A.L. Steamship

"SERBIA."
Captain Sachs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 p.m.
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 14th inst. will be subject to
rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 14th inst. at 3 p.m.

No Fire Insurance has been effected.
SIEMSEN & CO.,
Agents.
Hongkong, 7th September, 1900. [2372]

**HONGKONG
STEAMERS.**

America Maru, Jap. str., 3,353, Going, Sept. 1,
Tow Kien Kaisha
Bisagno, Italian str., 1,510, Maganzini, Sept. 3,
Carlowitz & Co.
Chihli, British str., 1,033, Newcomb, Sept. 10,
Butterfield & Swire

China, German steamer, 1,113, Voss, Sept. 6,
Siemssen & Co.
City of Peking, Amr. str., 3,123, Smith, Sept. 1,
P. M. S. Co.
Clara, German steamer, 675, Hansen, Sept. 9,
Jensen & Co.

Deuteros, German str., 1,091, Peterson, Sept. 7,
Siemssen & Co.
Esmeralda, British str., 962, Blackland, Aug. 31,
Shewan, Thomas & Co.

Fusang, British str., 1,419, Mitchell, Sept. 9,
Jardine, Matheson & Co.
Flores, Dutch steamer, 2,823, Oumhand, Sept. 1,
Butterfield & Swire

Georgely, British str., 2,300, Hill, Sept. 10,
McGregor Bros. & Gow
Glenogle, British str., 2,359, Frakes, Sept. 10,
Doddwell & Co., Limited

Huachu, British str., 1,267, Hall, Sept. 9,
Douglas Leppack & Co.
Hating, French steamer, 750, Bast, Sept. 9,
Bartley & Co.

Ibani Maru, Jap. str., 1,534, Okuma, Sept. 5,
Japanese
Kingsing, British str., 1,223, Young, Sept. 9,
Jardine, Matheson & Co.
Kong Jeng, German str., 862, Fuchs, Aug. 23,
Butterfield & Swire

Loongneon, Ger. str., 1,243, Schulz, Aug. 24,
Siemssen & Co.
Loongneon, British str., 1,050, Weigall, Sept. 10,
Jardine, Matheson & Co.
Loyal, German str., 1,237, Lorenzen, Aug. 30,
Sander, Weller & Co.

Nanyang, Ger. str., 983, Lehmann, Sept. 9,
Siemssen & Co.
Olympia, British str., 1,730, Truebridge, Sept. 1,
D. Doddwell & Co., Limited

Pakistan, British str., 1,235, Jenkins, Aug. 31,
Bradley & Co.
Patroclus, British str., 3,548, Dickens, Sept. 7,
Butterfield & Swire

Phra C. C. Kiao, British str., 1,012, McLellan,
Sept. 8, Butterfield & Swire

Phraang, German str., 1,021, Calder, Sept. 6
Melchers & Co.Shandi, British str., 1,250, Carnaghan, Sept. 7,
Butterfield & Swire

Tiger, Norwegian str., 2,116, Wold, Sept. 8,
Mitsui Bussan Kaisha

SAILING VESSELS.
Bittern, British str., 392, Askin, Aug. 28,
Siemssen & Co.
Hamburg, British ship, 1,649, Caldwell, Aug. 30,
Standard Oil Co.

Mamel Llaguno, Amr. ship, 1,630, Small, Aug. 6,
Standard Oil Co.
Norwood, British ship, 1,593, Roy, July 31,
Order

Peter Rickmers, Ger. 4m. ship, 2,751, Scholer,
Aug. 11, Standard Oil Co.
President, British ship, 750, Munro, Aug. 24,
Siemssen & Co.

